

Auctions.

PUBLIC AUCTION.

THE SALE of Mr. N. J. Eds's HOUSEHOLD FURNITURE will take place at "DUNDEE," ROBINSON ROAD, on

SATURDAY,

the 14th May, 1898, at 2.30 p.m. Full particulars can be seen from CATALOGUES. On view from Friday, 13th May, after 11 a.m.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, May 6, 1898. 920

To Let.

TO LET FURNISHED.

FROM JUNE 1st, for FOUR MONTHS, a FOUR-ROOMED HOUSE, No. 1, BULLOCK TERRACE, ROBINSON ROAD.

Apply to H. F. CARMICHAEL,
18, Praya Central.

Hongkong, April 26, 1898. 865

TO LET.

LARGE GODOWN ON KOWLOON PRAYA, suitable for the Storage of Merchandise or Coal.

GODOWNS, Nos. 72a and 72b, PRAYA EAST, suitable for the Storage of Merchandise.

Apply to LYNSTED & DAVIS.

Hongkong, April 14, 1898. 774

TO LET.

COAL GODOWNS, PRAYA EAST, GODOWN IN BLUE BUILDINGS.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

Hongkong, May 2, 1898. 866

TO LET.

2 ROOMS on 2nd Floor No. 8, Queen's Road Central, Suitable for Office. Rent Moderate.

Apply to SUI SANG.

Hongkong January 27, 1898. 201

To-day's Advertisements

THE WAR.

TO-MORROW'S ISSUE OF THE OVERLAND CHINA MAIL, WILL CONTAIN FULL DETAILS OF THE GREAT NAVAL FIGHT AT MANILA.

Descriptions of the Fight are given from the *Olympia* and *McAlister*, and there is also an account of the fight from our own Correspondent at the front.

Orders for the *Overland China Mail* should be sent early to this Office.

CHINA MAIL

INTERVIEW WITH SPANISH ADMIRAL.

TO-MORROW EVENING WE WILL PUBLISH OUR OWN CORRESPONDENT'S INTERVIEW WITH THE SPANISH ADMIRAL, REAR-ADMIRAL MONTJO.

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MESSRS. HUGHES & HOGUE have received instructions from the Mortgagees to Sell by

PUBLIC AUCTION,

ON

TUESDAY,

the 24th May, 1898, at 3 p.m., on the Premises, ALL THAT VALUABLE

LEASEHOLD PROPERTY, known as Nos. 27, 29, 41 and 45, BONHAM STREET, Victoria, Hongkong, and Registered in the LAND OFFICE as SECTION 1 AND THE REMAINING PORTION OF INLAND LOT No. 1201.

The Property is held for the Residue of a Term of 99 years from the 20th June, 1843, granted by the Crown Lease of the whole of Inland Lot 1201, and the Annual proportion of Crown Rent Payable in respect thereof is \$425.25.

For further Particulars and Conditions of Sale, apply to

Messrs. HUGHES & HOGUE, the Auctioneers;

or to

Messrs. DEACON & HASTINGS, Vendor's Solicitors,

36, Queen's Road, Hongkong.

BIRMINGHAM EXPORT HOUSE is willing to allow COMMISSION with SILENT AGENCY TO GOOD FIRM who can obtain orders from thoroughly Reliable Dealers.

Apply with full particulars, references and past experience to WILLIAM THOMPSON, 149, Great Charles Street, Birmingham, ENGLAND.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER JIVA.

FROM ANTERWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by this above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Cargo will be forwarded unless notice to the contrary is given before Noon on the day of arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Underwriter before Noon on the 14th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, May 13, 1898.

To-day's Advertisements

SUNDAY EXCURSIONS TO MACAO.

THE River Steamer *Tai On*, Captain GALLAGHER, will leave Central Market Wharf, at 10 a.m., on SUNDAY, the 14th Instant, for MACAO, and will return for HONGKONG, at 9 p.m.; and every following SUNDAY.

Fare, 1st Class, ... \$1.50.

TAI ON & Co.,
Hongkong, May 13, 1898. 962

FIRE INSURANCE ASSOCIATION OF HONGKONG.

THE Third Annual General Meeting of the MEMBERS of the above Association will be held on MONDAY, the 16th Instant, at 4 p.m., at the OFFICES of the CHINA FIRE INSURANCE COMPANY, Limited, for the purpose of receiving the Report of the Committee and passing the Accounts for the year ended 31st March, 1898.

H. OROMBIE, Secretary.

Hongkong, May 13, 1898. 963

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

The Co.'s Steamship *Armenia*, Captain F. J. JONES, will be despatched for the above Ports TO-MORROW, the 14th Inst., at 3 p.m.

For Freight or Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, May 13, 1898. 964

HAMBURG-AMERICA LINE.

(EAST ASIATIC SERVICE).

FOR SHANGHAI, YOKOHAMA AND HIOGO.

The Co.'s Steamship *Armenia*, Captain F. J. JONES, will be despatched for the above Ports TO-MORROW, the 14th Inst., at 3 p.m.

For Freight or Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, May 13, 1898. 961

FOR YOKOHAMA AND KOBE.

The Steamship *Kriemhild*, Captain F. J. JONES, will be despatched for the above Ports on SUNDAY, the 15th Inst., at daylight.

This Steamer has superior Accommodation for First and Second-Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, May 13, 1898. 958

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAMSUI.

The Co.'s Steamship *Edinburgh*, Captain ROBERTSON, will be despatched for the above Ports on SUNDAY, the 15th Inst., at Noon.

For Freight or Passage, apply to DOUGLAS & CO., General Managers.

Hongkong, May 13, 1898. 965

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship *Singapore*, Captain PATRICK, will be despatched as above on TUESDAY, the 17th Inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, May 13, 1898. 964

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Armenia*, Captain JACKSON, will be despatched as above on TUESDAY, the 17th Inst., at daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Hongkong, May 13, 1898. 878

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Armenia*, Captain GALE, will be despatched as above on WEDNESDAY, the 19th Inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Hongkong, May 13, 1898. 960

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Kriemhild*, Captain F. J. JONES, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Cargo will be forwarded unless notice to the contrary is given before Noon on the day of arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Underwriter before Noon on the 14th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, May 13, 1898.

To-day's Advertisements

HAMBURG-AMERICA LINE.

(EAST ASIATIC SERVICE).

NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP AND SINGAPORE.

THE Steamship *Armenia* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by Mark by Mark and delivery can be obtained as soon as the Goods are landed.

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H. A. RITCHIE, Superintendent.

Hongkong, May 13, 1898. 960

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER PARANATTA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by this above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by Mark by Mark and delivery can be obtained as soon as the Goods are landed.

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H. A. RITCHIE, Superintendent.

Hongkong, May 13, 1898. 953

EAST ASIATIC COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM COPENHAGEN, HAMBURG AND ANTWERP.

THE Company's Chartered Steamship *Stam* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Cargo will be forwarded unless notice to the contrary is given before Noon on the day of arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Underwriter before Noon on the 14th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, May 13, 1898. 956

SHIPPING.

ARRIVALS.

May 12.

Tanahm, Norwegian str., 730, Joh. Danneberg, Bangkok May 8, Rice, SANDER, WIENER & Co.

Kowloon, Chinese str., from Canton.

Paranatta, British str., 2,834, C. F. Preston, R.N.R., Bombay April 29, and Singapore May 6, Mails and General.

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MARRIAGE.

At the Trinity Cathedral, Shanghai, on the 7th of May, 1898, by the Rev. H. C. Hodges, M.A., JAMES REYNOLDS, to LILIAN FLORENCE, only daughter of the late Thomas Saunders, Winchester, England.

The publication of this issue commenced at 7.00 p.m.

The China Mail.

HONGKONG, FRIDAY, MAY 13, 1898.

LOCAL AND GENERAL.

STEAMERS PASSED SUEZ CANAL.

(SPECIAL TELEGRAPH SERVICE.)

OUTWARD: Bourn - Warrington, Hall, March 15; Bullmouth, 18; Nidder, Nidder, 22; Chingpo, 25; Nidder, 28; Nidder, 31; Nidder, 34; Nidder, 37; Nidder, 40; Nidder, 43; Nidder, 46; Nidder, 49; Nidder, 52; Nidder, 55; Nidder, 58; Nidder, 61; Nidder, 64; Nidder, 67; Nidder, 70; Nidder, 73; Nidder, 76; Nidder, 79; Nidder, 82; Nidder, 85; Nidder, 88; Nidder, 91; Nidder, 94; Nidder, 97; Nidder, 100; Nidder, 103; Nidder, 106; Nidder, 109; Nidder, 112; Nidder, 115; Nidder, 118; Nidder, 121; Nidder, 124; Nidder, 127; Nidder, 130; Nidder, 133; Nidder, 136; Nidder, 139; Nidder, 142; Nidder, 145; Nidder, 148; Nidder, 151; Nidder, 154; Nidder, 157; Nidder, 160; Nidder, 163; Nidder, 166; Nidder, 169; Nidder, 172; Nidder, 175; Nidder, 178; Nidder, 181; Nidder, 184; Nidder, 187; Nidder, 190; Nidder, 193; Nidder, 196; Nidder, 199; Nidder, 202; Nidder, 205; Nidder, 208; Nidder, 211; Nidder, 214; Nidder, 217; Nidder, 220; Nidder, 223; Nidder, 226; Nidder, 229; Nidder, 232; Nidder, 235; Nidder, 238; Nidder, 241; Nidder, 244; Nidder, 247; Nidder, 250; Nidder, 253; Nidder, 256; Nidder, 259; Nidder, 262; Nidder, 265; Nidder, 268; Nidder, 271; Nidder, 274; Nidder, 277; Nidder, 280; Nidder, 283; Nidder, 286; Nidder, 289; Nidder, 292; Nidder, 295; Nidder, 298; Nidder, 301; Nidder, 304; Nidder, 307; Nidder, 310; Nidder, 313; Nidder, 316; Nidder, 319; Nidder, 322; Nidder, 325; Nidder, 328; Nidder, 331; Nidder, 334; Nidder, 337; Nidder, 340; Nidder, 343; Nidder, 346; Nidder, 349; Nidder, 352; Nidder, 355; Nidder, 358; Nidder, 361; Nidder, 364; Nidder, 367; Nidder, 370; Nidder, 373; Nidder, 376; Nidder, 379; Nidder, 382; Nidder, 385; Nidder, 388; Nidder, 391; Nidder, 394; Nidder, 397; Nidder, 400; Nidder, 403; Nidder, 406; Nidder, 409; Nidder, 412; Nidder, 415; Nidder, 418; Nidder, 421; Nidder, 424; Nidder, 427; Nidder, 430; Nidder, 433; Nidder, 436; Nidder, 439; Nidder, 442; Nidder, 445; Nidder, 448; Nidder, 451; Nidder, 454; Nidder, 457; Nidder, 460; Nidder, 463; Nidder, 466; Nidder, 469; Nidder, 472; Nidder, 475; Nidder, 478; Nidder, 481; Nidder, 484; Nidder, 487; Nidder, 490; Nidder, 493; Nidder, 496; Nidder, 499; Nidder, 502; Nidder, 505; Nidder, 508; Nidder, 511; Nidder, 514; Nidder, 517; Nidder, 520; Nidder, 523; Nidder, 526; Nidder, 529; Nidder, 532; Nidder, 535; Nidder, 538; Nidder, 541; Nidder, 544; Nidder, 547; Nidder, 550; Nidder, 553; Nidder, 556; Nidder, 559; Nidder, 562; Nidder, 565; Nidder, 568; Nidder, 571; Nidder, 574; Nidder, 577; Nidder, 580; Nidder, 583; Nidder, 586; Nidder, 589; Nidder, 592; Nidder, 595; Nidder, 598; Nidder, 601; Nidder, 604; Nidder, 607; Nidder, 610; Nidder, 613; Nidder, 616; Nidder, 619; Nidder, 622; Nidder, 625; Nidder, 628; Nidder, 631; Nidder, 634; Nidder, 637; Nidder, 640; Nidder, 643; Nidder, 646; Nidder, 649; Nidder, 652; Nidder, 655; Nidder, 658; Nidder, 661; Nidder, 664; Nidder, 667; Nidder, 670; Nidder, 673; Nidder, 676; Nidder, 679; Nidder, 682; Nidder, 685; Nidder, 688; Nidder, 691; Nidder, 694; Nidder, 697; Nidder, 700; Nidder, 703; Nidder, 706; N

THE WAR.

THE NAVAL ENGAGEMENT IN CAVITE BAY.

THE SINKING OF THE *REINA CRISTINA*.
SCUTTLE AND ABANDON.
THE BOMBARDMENT OF CAVITE.
WELL DONE, CONCORD.
THE MAINE DISASTER TERRIBLY AVENGED.

(From Our Own Correspondent.)

MANILA, May 4, 1898.
Before leaving Hongkong, I read a bombastic article in a Spanish newspaper including with the characteristic sentence: 'The world is too small for the greatness of Spain.'

On Sunday, I witnessed the total eclipse, the annihilation of the Spanish squadron, the finishing touch by Commodore Dewey on the work begun by England upwards of 50 years ago, when the great Armada for the invasion of England was harried and destroyed by the wrath of God and the hand of man. There was something appropriate in the fact that one of the most effective ships in the United States squadron bore the name of Raleigh, one of the first founders of Great Britain's colonial empire, courtier, statesman, historian, poet, adventurous explorer, and soldier, but above all a gallant, courageous, and daring sailor; and however we may regret the decline and decay of a once powerful rival, the first great Colonising Power of modern times, it is impossible to withhold our admiration for the splendid courage of our American cousins—the pluck, dash and fighting powers of a youthful Republic, founded on the principles of liberty and equality, the cathedra of Spain, and whose sons, a branch of the great Anglo-Saxon race, speak the same language as ourselves—a nation 'at its very birth,' a nation with whom Great Britain might well cement a compact for the preservation of peace and the peaceful development of trade and commerce and all that makes for the enlightenment and happiness of the general community. Such an alliance should appeal to the common sense of the people of both countries to the effacement of petty points of difference, and the present demonstration of sea power on the part of the North American Republic might well be welcomed by Great Britain, the greatest naval power of the era, as an appropriate opportunity for drawing closer the bonds of kinship arising out of origin of race and community of speech.

When I left Hongkong on Thursday night, the 28th April, I did not expect to be in time to witness the destruction of the Spanish vessels and the bombardment of Cavite. The precautionary extinction of all coast lights rendered the approach to the island of Luzon a matter of extreme difficulty, and being unable to make the entrance to Manila Bay on Saturday night, Captain Taylor deemed it wise to stand off the land till Sunday morning. We hoisted the quarantine flag, and signalled the quarantine station in Marikina Bay, outside Corregidor Island. Marikina was taking interest in quarantine affairs, so we steamed slowly towards Corregidor. In the early morning, about one or two o'clock, the sounds of distant cannonading had been borne to us by the south-westerly breeze, and believing this to have been an American fleet forcing the entrance to Manila Bay we were prepared to see the tars and Stetson flying proudly over the island. This was not the case. The red and yellow flag of Spain still fluted in the morning breeze, and it was not till our pilot came on board that we learned that the American squadron slipped past Corregidor Island, between midnight and two o'clock on Sunday morning, and had destroyed the Spanish squadron in the Bay.

On Saturday, the American squadron appeared off Bolinao, where Commodore Dewey landed the rebel leader, stated to be named Alejandro, but not known by that name here. At ten o'clock that night, all hands were piled to fighting quarters, and the American ships, and, in what is now usually as 'a dark calm night,' the entrance to the Bay was deliberately closed in the most burlesque and daring manner. The entrance was effected by the southern or wide channel. All lights were doctored, with the exception of one light-shower showing inboard. The *Olympia* (carrying Commodore Dewey) was the first to enter. Commodore Dewey evidently had little faith in the mines said to have been laid by the Spanish naval authorities; for it is at least characteristic of the man that he asked none of his men to undertake a risk he was not prepared to run himself. The flagship slipped in unobserved. Then followed the *Baltimore*. As she approached her head to the north-east her board light was observed from Caballo and Fraila Islands. Several shots were fired over her from the unexpectant batteries, without causing any damage. Following closely behind, the *Raleigh* promptly engaged and silenced the forts; and then the remainder of the squadron entered the Bay in the following order: *Boston*, *Concord*, *Petrel*, *McDulock*, *Albatross*, and *Zafiro*. So far as I have been able to ascertain, there was no attempt whatever on the part of the Spanish vessels to engage the enemy. The American squadron took up its position in the north-western side of the Bay, and the Spanish fleet, having been completely destroyed, was scattered in all directions.

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THE WAR.

THE NAVAL ENGAGEMENT IN CAVITE BAY.

THE SINKING OF THE *REINA CRISTINA*.
SCUTTLE AND ABANDON.
THE BOMBARDMENT OF CAVITE.
WELL DONE, CONCORD.
THE MAINE DISASTER TERRIBLY AVENGED.

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NEWS BY THE AUSTRALIAN MAIL.

FROM THE HARTO TO THE BLACK SEA.
London, April 17.—Reports from Vienna state that the Russian Government has decided to proceed with the construction of a railway from the Baltic to the Black Sea. The canal will start from the Gulf of Riga, on the Baltic, and will join the Black Sea at the Port of Kherson. The cost is estimated at 220,000,000 roubles (approximately £23,000,000).

About six years ago the Czar had an investigation made of the great scheme of a Baltic and Black Sea canal. A survey was made, and the route proposed appears to be the one now adopted. According to the survey the canal would start from the Gulf of Riga, proceeding along the rivers Duna, Bereina, and Dnieper to Kherson on the Black Sea, the length being 394 miles. It was proposed to provide a depth of 28 ft. of water, and the time of construction was estimated at five years. While the primary object of the canal is to connect the naval dockyards at Libau in the north with those of Nikolai in the south, it is thought that the great waterway would be commercially successful, as it would develop a very rich tract of country.

DEATH OF MR. C. CURZON.
April 13.—Mr. C. Curzon, Parliamentary Secretary to the Foreign Office, is ill, in consequence of overwork.

DEATH OF VISCOUNT OXENBIDGE.
The death is announced of Viscount Oxenbridge, in his 69th year.
Viscount Oxenbridge was the son of the sixth Baron Mansel, and was created a viscount in 1886. The heir to the baronetcy is the Hon. D. J. Mansel, brother of the late Viscount and one year his junior.

THE BENNETT CASE SETTLED.

Shanghai, 9th May.
At last the Bennett case is settled, as we announced last week it would be within a few days. To-day H. E. Tsai Tatal paid into the British Consulate the sum agreed upon between him and Mr. R. W. Mansel, Consul, and Mr. Jas. Scott, Vice-Consul, who have been working hard for months past to bring this most troublesome suit to an end. To these gentlemen, full credit must be given for doing what at one time seemed an impossibility, and they must be congratulated upon the successful result of their labours. The cheque paid into the Consulate to-day was for £15,000, which makes £12,150 paid by the Tsai Tatal, counting the £1,000 realised by the sale of the wreck of the s.s. *Kiangyung*, which we think is a fair and equitable settlement. Mr. Bennett by arrangement with his creditors and with the permission of the Court, gets ten per cent. of the gross amount paid. The Tsai Tatal are now to be handed back to the Chinese officials, and we trust we have heard the last of this case. —China Gazette.

Our own manufacturers are the best placed for this climate, warranted to stand any thing, low prices and easy terms.—Robinson & Co.

A TELEGRAM was received from home by a local firm on Saturday last, stating that if the Philippines fell into the hands of the United States, by right of conquest and were put up by the United States in accordance with the principles of the Monroe doctrine, the Pope was prepared to bid more than highly for them.—Shanghai Daily Press.

The N.O. Daily News of the 15th May says:—Yesterday the German military authorities at Woomah, who have been already announced, have terminated their contracts with the Chinese Government, were entertained at dinner by Shih Tughe, the civil commander of the forts. General Li, who has now assumed command of the troops at Woomah, was also present, the preceding being the last of the Chinese officers. The instructors leave for home on the 15th instant.

Quite a classical concert was held on board the *Empress of Japan*, on the evening of the 2nd May, several important persons, Mr. W. F. Fitch, Mr. J. H. Morgan, M.P., and his daughter, taking part in the programme. The opening item was a piano solo, 'The Bird March' by Miss Morgan, of Hongkong. The chief soloist, Mr. Robinson, sang Parker's 'Close to the threshold,' to which Miss G. Morgan played a violin obligato. The next was a song by Miss G. Morgan, entitled 'Chorus of the Mistletoe,' which was followed by a 'whistling solo,' 'Cavatina,' by Miss Morgan, of London. Miss Morgan sang 'When Daffodils unfold,' and was followed by Mr. Morgan, M.P., with Pinauti's 'Queen of the earth.' The second part of the programme was not so long as the first, and consisted of a selection of 'travels' (Gavotte), by Miss Morgan. The same lady followed with a selected song, and Mr. Morgan gave a recitation, Miss Mast, who was the accompanist during the evening, rendered a mandolin solo. The concluding number was Hope Temple's song, 'An old garden,' sung by Miss Morgan.—Japan Gazette.

IT IS REMARKABLE.

SAYS MR. W. WILSON, THE POET.
Mr. W. Wilson, of Haverhill, and Mr. W. Wilson, of Haverhill, have both attained a prominence in this district, and though it has only been introduced a few months it has taken the place of many other poems. From remarks made by my customers who have used this remedy, I am convinced that it possesses exceptional qualities, never before to be recommended to all who are in need of a good cough mixture. CHAMBERLAIN'S COUGH REMEDY is for sale everywhere. Price, 50 cts., and \$1. General Agents: WATKINS & CO.

Exchange.

HONGKONG, May 13, 1898.	
On London Bank, Wires, ...	110 1/2
On demand, ...	110 1/2
On 30 days sight, ...	110 1/2
On 60 days sight, ...	110 1/2
On 90 days sight, ...	110 1/2
On 120 days sight, ...	110 1/2
On 150 days sight, ...	110 1/2
On 180 days sight, ...	110 1/2
On 210 days sight, ...	110 1/2
On 240 days sight, ...	110 1/2
On 270 days sight, ...	110

Media

**CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.**

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,900 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

EMPRESS OF JAPAN...Comdr. GEO. A. LER, R.N.R..... WEDNESDAY, 18th May/98.
EMPRESS OF CHINA...Comdr. H. PYBUS, R.N.R..... WEDNESDAY, 8th June/98.
EMPRESS OF INDIA...Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 21st June/98.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which de-

daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (see other columns)

The attractive features of this Company's route embrace its **PALATIAL STEAMSHIPS**, (second to none in the World), the **LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS** (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of **MACARTHUR'S**

MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and
operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, etc., apply to.
D. E. BROWN, General Agent,
Hongkong, April 27, 1898.

NIPPON YUSEN KAISHA,
(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.		
Steamers.	Destinations.	Sailing Dates.
MATSUYAMA MARU	BOMBAY	

KINSHU MARU E. J. BROWN,	Via SINGAPORE (Transshipping Cargo) for JAVA PORTS) and COLOMBO.	TUESDAY, 17th May, at Noon.
KINSHU MARU E. J. BROWN,	SEATTLE, Wash., U.S.A., Via KUBE & YOKOHAMA.	THURSDAY, 19th May, at 4 p.m.
MARSEILLES, LONDON and		

KANAGAWA MARU, J. MAUCKENZIS,	ANTWERP, Via SINGAPORE, (Transshipping Cargo for JAVA PORTS) PENANG, COLOMBO & PORT SAID.	MONDAY, 23rd May, at 4 p.m.
OMI MARU, C. YOUNG,	SYDNEY & MELBOURNE, Via THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 27th May, at 4 p.m.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sellings, Etc., apply at the Company's local Branch Office at No. 7, Praya Central.

A. S. MIHARA, *Manager.*

Hongkong, May 7, 1898.

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Arizona...	3104	R. Paston, & N. B.	June 16	Megal...	3865	W. H. Wright....	June 18
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